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C 31684

COUNTRY: Poland

CIA 25X1A

SUBJECT: Port Information: Danzig, Stettin
and Swinemunde

DATE 18 November 1953

PLACE ACQUIRED: Danzig/Stettin/Swinemunde
(BY SOURCE)

Supplement to:

Responsive to: Guide 38

DATE ACQUIRED: Aug-Sep 53.
(BY SOURCE)

ONI DECLASSIFICATION/RELEASE INSTRUCTIONS ON FILE

DATE (OF INFO): Aug-Sep 53

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Source or Clarifying Statement: Merchant mariner whose vessel visited Danzig, Stettin and Swinemunde, Poland during August and September 1953.

The naval officer submitting the following report assigned an evaluation of "F-3" to the information contained therein.

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 6ND No 306-53).7

1. A merchant mariner provided his observations made during an August 1953 visit to Danzig and two September 1953 calls at Stettin.
2. Observations at Danzig Arriving at Danzig on 21 Aug 53, the informant's vessel discharged 9,429 tons of iron ore at the Oreloading Depot before departing on 28 Aug 53 for Copenhagen. During the approach and entrance to Danzig harbor, the Polish pilot navigated the vessel far over to the east side of the channel as if to avoid a sand bar or other hazard to navigation at point (A) on overlay to HO Chart No 4928. The informant's vessel was berthed at point (B) during its entire visit to Danzig. Neither floating drydocks nor dredges were observed. Many small coastal freighters of approximately 250 tons were seen; but no large vessels were noted.
3. Observations at Swinemunde and Stettin The informant's vessel made two voyages to Stettin in September 1953. Arriving at Stettin on 7 Sep 53, a cargo of 8,389 long tons of iron ore was discharged before the informant's vessel departed on 11 Sep 53. On 24 Sep 53, the informant's vessel returned to Stettin and upon completion of discharging 8,630 long tons of iron ore, departed on 27 Sep 53 for Oxelosund, Sweden. His vessel was unloaded quickly and efficiently by two traveling cranes. Security measures consisted of searches of the vessel as it passed through Swinemunde and also before and after the cargo was unloaded at Stettin. These searches were said to have been conducted by Polish guards armed with rifles and machine pistols.

It was stated that there is a small naval base at Swinemunde, but only a few small patrol craft were observed. The informant could furnish no details of these craft. From Swinemunde down the channel to Stettin, there are a great many lookout towers on each bank. No evidence of any naval activity at Stettin was observed. Approximately three five-thousand-ton merchant vessels were under construction at Stettin; but the port and its facilities were not considered to be in good repair. The only new waterfront construction noted was what appeared to be a large grain elevator, the exact

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- 2 -

location of which the informant did not report.

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